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AGENTS:  
Benson & Berlingers

No. 14,785

號八月九年十一百九千一第

HONGKONG, THURSDAY, SEPTEMBER 8, 1910.

日五初月八年二第

PRICE, \$3.00 Per Month.



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Advisory Board, Hongkong.  
Sir Paul Chater, Kt., C.M.G.,  
T. F. Hough, Esq., O.J. Lafferty, Esq.,  
Hongkong, November 16, 1909. 1424

## RAILWAYS IN KOREA.

### A Russian Criticism.

A writer in the *Daily Post* has the following observations on the proposed extensions of Japanese railways in Korea:—  
"Work on the construction of a railway from Seoul to Gensan is to be commenced, or probably has already been commenced, this year. This line will be merely the beginning of a projected route along the Korean coast through Gensan, Hamgyong, Sonjing, further to Nan-an and Chongjin, and thence through Chientao and Central Manchuria to Kirin, effecting there a junction with the Japanese railway system in South Manchuria. The realization of this important project will doubtless not be long delayed. The question of the prolongation of the Japanese coastal railway will be settled definitely next year. We thus have about a year at our disposal in which to prepare ourselves for an active and decisive step by Japan on the mainland which will affect our interests, among others, and especially those of the Chinese Eastern Railway. At a time when the Japanese, actually with our assistance, by means of a successful agreement on Manchurian affairs, are getting all the 'fat', we not only are failing to consider the maintenance of the poor position we have now, but are even planning to make it worse. And our new friend Japan with all her strength is intent on the solidification of her own position in the Far East and the depreciation of ours."  
"The projected coastal railway is a fine instance of Japanese friendship. The line will complete an iron ring enclosing Korea and the whole of Southern and Central Manchuria, and will thus bring all this territory into the power of 'Yellow Britain'. No act of Japan in the strengthening of her position on the mainland can bring anything but harm to us. Such a strengthened position will be given to Japan economically, politically, and militarily by a railway system linking all the good ports on the coasts of Korea and Manchuria with the centres of those countries and with the possible future theatres of military activity. The construction of the coastal railway will increase immeasurably the importance of the Japanese lines on the mainland, and the new railway is worthy of attention. It is reported that the survey of the line has already been completed, but its construction has been postponed to a convenient moment."  
"We have some time at our disposal, and this will allow us not only to reflect on our position but also to take measures to secure not less solidly in the East than is being attained by Japan. In the first place the completion of the Amur Railway as early as possible is necessary, as well as an increase in the defensive forces of our Far Eastern territory. This question is so ripe and speaks so loudly for itself that it is quite impossible to ally it by merely transferring a division or two of troops. We shall never attain anything by half-measures and can only make ourselves a laughing-stock to the world if we try, while in the result, we shall again find ourselves in a grievous plight. All this is very undesirable. The Japanese activity furnishes an example of a firm and decisive policy. We must not forget that this activity always affects us in some shape or form. We must pay the closest attention thereto, while initiation will be no sin."

## Business Notices.

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Builders of Steamers up to 1000 Tons.  
Tugs, Launches, Barges, Motor-Boats.  
Castings, Forgings, Roofs and Bridge Work.  
SLIPPING AND REPAIRS AT LOWEST RATES.

Air Compressor with Hammers and Drills, etc.  
Engines, Boilers, Launches, Pumps;  
Engineers' Fittings and Supplies.

Ground Floor Shop To Let in  
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THE HONGKONG, CANTON & MACAO  
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### EXCURSION TO MACAO.

On SUNDAY, the 11th SEPTEMBER,

The Company's Steamship 'SUI AN',  
will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.  
Departure from Macao at 5 P.M.

F A R E S  
1st-Class Return.....\$3.00.  
Single.....1.50.  
2nd-Class Return.....\$1.00.  
Single.....0.60.  
N.B. The Company will also run a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the COMPANY'S WING LOK STREET WHARF.  
This steamer connects with the steamer returning from Macao at 5 P.M.  
First-class fare by steamer leaving at 1 P.M. and returning with excursion steamer at 5 P.M., \$4. Single Fare also \$4.  
J. ARNOLD, Acting Secretary.  
Hongkong, September 6, 1910. 12

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Vocation, by L. Grant Duff ..... \$1.75  
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The Quest of El Dorado, by A. and C. Askew ..... .80  
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The Boss of Tarooms, by E. W. Hornung ..... .80  
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JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, September 1, 1910. 1073

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IRON, STEEL, METAL AND HARD  
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37, HING LOONG STREET, (and Street west  
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Hongkong, September 4, 1909. 1124

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New Twin Screw Steamer.

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Visited throughout with Electric Light  
and Fan, supplied in all Onions.  
Captain J. McMichael.

LEAVES Hongkong for Canton at 9 P.M.

SUNDAY TUESDAY & THURSDAY.

Leaves Canton for Hongkong at 8.30 P.M. on

MONDAY, WEDNESDAY & FRIDAY.

Fare, 1st-Class.....\$2.50 single passage.

Meals.....\$1 each.

Servants' passages must be paid for.

OREUNG ON STEAMBOAT CO., LTD.

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Hongkong, November 12, 1908. 451

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Hongkong, July 30, 1910. 504

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HOT AND COLD WATER.

Renowned Cooking. Central for all Theatres Chief Places of Interest and Fashionable

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MODERATE INCLUSIVE CHARGES.

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Contractors to the Admiralty and Leading Shipping Companies.  
Sole Patentees and Manufacturers of the following Specialities:  
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ASBESTOS & RUBBER GOODS OF EVERY DESCRIPTION.  
PACKINGS & JOINTINGS FOR ALL PURPOSES.

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NOW PROCEEDING

BARGAIN SALE

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25 PER CENT DISCOUNT

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GUARANTEED ABSOLUTELY PURE

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BEER

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Price \$12.00 . . . Per Case.

THE BEST AND MOST WHOLESOME TONIC IS

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\$14.00 . . . . . Per Case.

From your dealer, or from the

ORIENTAL BREWERY, LTD.

Depot, 55-57, Des Voeux Road.

PURE DRINKING WATER.

BERKEFELD FILTERS.

Drip Filters, in Glass & Stoneware.

PUMP FILTERS.

PRESSURE FILTERS.

Prices on Application.

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No. 2, Queen's Road Central.

A FIRST-CLASS AND UP-TO-DATE HOTEL.

THIS HOTEL has recently been thoroughly renovated, extensively enlarged and

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Electric Light and Power. Large and comfortable Lounges. Private and Public Bars

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T. REICHMANN, Proprietor. J. H. OXBERRY, Manager.

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Telegraph No. 197. Telephone No. 197. Telegraphic Address: 'CONFORT', Hongkong

Hongkong, December 1, 1909. 154

## Business Notices.

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PORTLAND CEMENT

In Casks of 375 lbs. net.

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Begin to announce to the Public  
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Hongkong, August 23, 1910. 70

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Rings, Brooches, Ear-rings, Pins, Pendants, Hair-combs,

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Jade Stone and Chinese Made Gold Jewellery

GOLD & SILVER WATCHES, CLOCKS, OPTICAL GOODS.

Repairs of Watches and Jewellery effected by experienced European

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THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.

MODERATE TERMS AND NO EXTRAS.

A. F. DAVIES, Manager.

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ADIRABLY SITUATED AT VICTORIA GAP.

Adjoining the Railway Station, 1,400 feet above Sea Level.

OPEN to the South Winds in Summer and protected from the North-east Winds in

Winter. Commanding magnificent view of Hongkong, the Harbour and adjacent

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A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS' HOTEL.

Terms:—From \$5 per day. Monthly. Telephone Add.: 'Peak Hotel.'

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Hongkong, February 8, 1908.

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(LATE CONNAUGHT HOTEL).

QUEENS ROAD CENTRAL.

ENTIRELY situated, up-to-date Hotel. Recently renovated and under entire

New Management. Large and comfortable Rooms, Excellent Cuisine, under the

supervision of an experienced French Chef.

PARTICULARS AND RATES on application to MANAGER.

G. GAMEAU, Proprietor. N. BLUMENTHAL, Manager.

1st opening, October 3, 1908. 138

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THE LEADING BEER IN

THE FAR EAST.

SOLE AGENTS:

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Wine and Spirit Merchants,

Hongkong, August 9, 1910.



## Intimations.

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WATCHMAKERS AND JEWELLERS.

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NEW EXHIBITIONS OF

DIAMOND JEWELLERY AND ENGLISH SILVER WARE

HIGH-CLASS GOLD AND SILVER WATCHES

LARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC.

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SHIP-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL

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SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL

FRANCISCO TSE YAT, General Manager.

Hongkong, August 15, 1908.

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ART PHOTOGRAPHER, ICE HOUSE LANE.

SPECIALIST IN ENLARGING AND BROMIDE WORK.

Select Views of Hongkong and South China.

Special Department for Developing and Printing for Amateurs

CAMERAS FOR HIRE.

1718

## TRY . . .

**WEISMANN'S**  
**PURE FRESH COFFEE**Roasted and ground on our  
premises daily.

IN 1 LB. AND 1 LB. TINS.

Hongkong, July 23, 1910.

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THE BEST

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THE ONLY EFFECTIVE AND

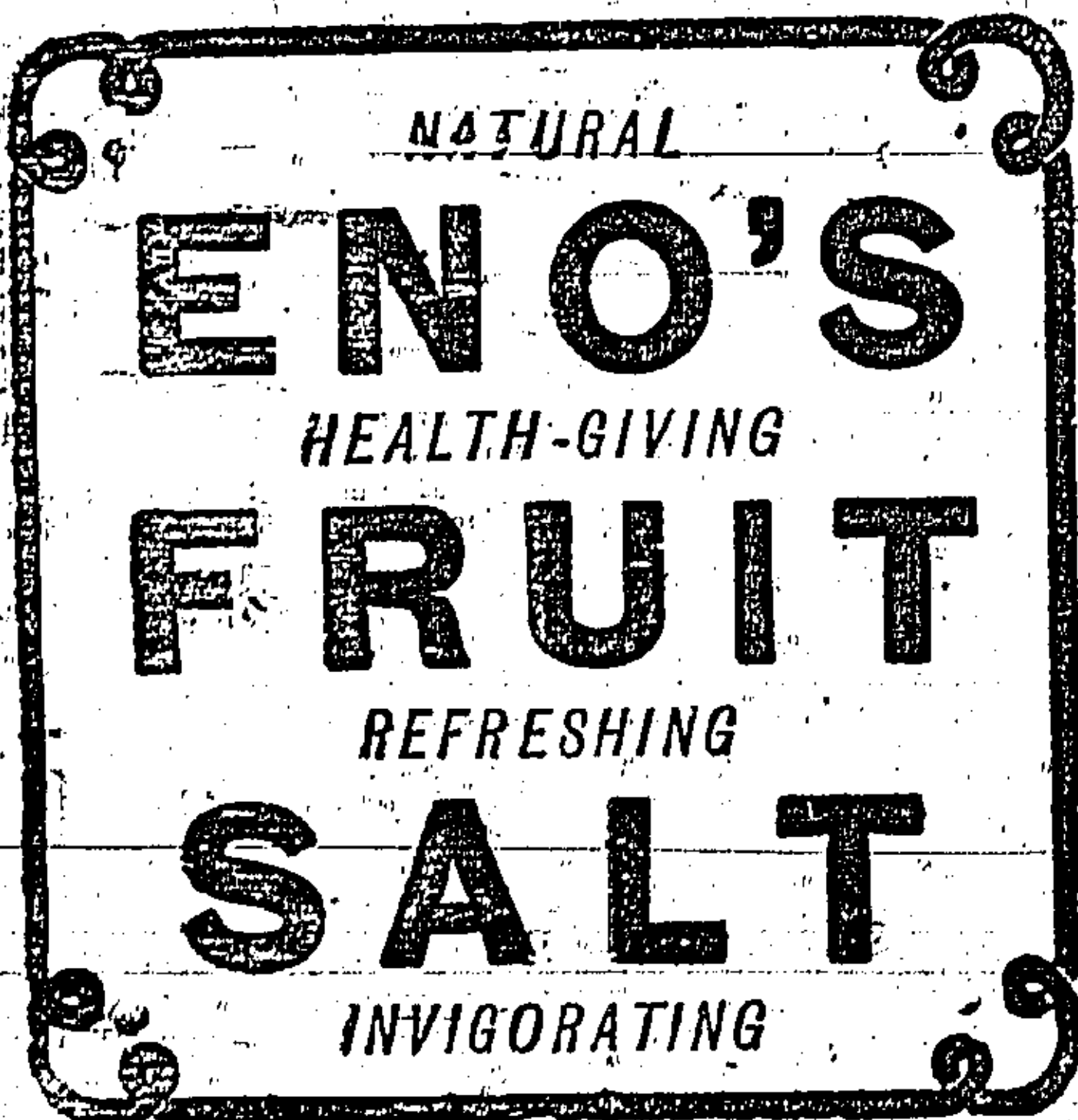
**LASTING PROTECTION**

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NEW TAKES

ALL SORTS OF ARTISTIC JOB-PRINTING

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Obtain quotations from,

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European Supervision

Moderate Prices.

## Intimations.

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## AGENCIES:

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MANILA: Messrs Macondray &amp;

Co.

For particulars, apply to

H. OISHI,

No. 2, PEDDER STREET,

Hongkong, January 9, 1909.

THE CHINA LIGHT AND POWER

COMPANY, LIMITED.

THE NINTH ORDINARY ANNUAL

MEETING OF SHAREHOLDERS

of the Company will be held at the Office

of the Company, No. 6, Connaught Road, on SATURDAY,

17th September, 1910, at Noon, for the

purpose of receiving a Statement of Ac-

counts and Report of the General Managers

for the year ending 31st July 1910, and

electing a Consulting Committee and

Auditors.

SHEWAN, TOMES &amp; Co.,

General Managers.

Hongkong, September 2, 1910.

DOUGLAS STEAMSHIP CO., LD.

THE ORDINARY GENERAL MEET-

ING of the Shareholders in the above

Company will be held at the Company's

Office, on SATURDAY, the 24th Septem-

ber, at Noon, for the purpose of receiving

the Report of the General Managers; to-

gether with a Statement of Accounts to the

30th June, 1910.

The TRANSFER BOOKS of the Com-

pany will be CLOSED from 9th to 24th

September, both days inclusive.

DOUGLAS, LARPAK &amp; Co.,

General Managers.

Hongkong, September 3, 1910.

CHEONG HING.

HAS ALWAYS ON HAND

A LARGE ASSORTMENT OF

CURIOS, PORCELAIN, JADESTONE

AND SILK EMBROIDERIES.

INSPECTION SOLICITED.

BUSINESS

COMMENCED

WEDNESDAY, 13th JULY.

HONGKONG, 77, QUEEN'S ROAD

CENTRAL.

Hongkong, July 11, 1910.

VIENNA CAFE COMPANY

(1910), LIMITED,

(RECONSTRUCTED).

QUEEN'S ROAD CENTRAL,

OPPOSITE PORT OFFICE.

A FIRST-CLASS RESTAURANT

(Table d'hôte or à la carte).

AFTERNOON TEAS, ICES, LIGHT

REFRESHMENTS.

Specially selected brands of

WINES, SPIRITS, BEERS, etc.

AN EXTENSIVE MODERN BAKERY.

A FRENCH CHEF.

Hongkong, August 23, 1910.

THE TYPHOON

MAP

MOUNTED ON CARBOARD AND

TAPED FOR HANGING.

EVERYONE SHOULD HAVE IT.

Price Ten Cents.

From the CHINA MAIL Office.

Hongkong, June 28, 1910.

## THE "TIMES" ON THE

## JAPANESE TARIFF.

In a leading article on the new Japanese

tariff, the Times says:—

"Japan has been revising her fiscal ar-

rangements, and the result is now before

the world in the shape of a new tariff,

of which we give a summary to-day. It

comes into force on July 1, 1911, on

the termination of the conventional trade

treaties with Great Britain, Germany, and

France, in virtue of the year's notice re-

cently given by Japan. During the next

eleven months it is open to other coun-

tries to conclude treaties with Japan

which may in some degree mitigate the

effects of the new tariff. But Count Ko-

mura has given notice that such treaties

will in future be strictly bilateral, not

unilateral, as are some of the existing

treaties. That is to say, that Japan will

no longer grant favours to any nation.

She will negotiate on equal terms and not

otherwise. She will give tariff concessions

to any country that chooses to give con-

cessions to her which in her opinion are of

equal value. In this connection Count

Komura dispassionately remarks that, as

Great Britain is pursuing what is called a

Free Trade policy, there is no room for a

Convention with that country. We have

no advantages to offer to Japan, and con-

sequently Japan has none to offer to us.

British goods seeking entry into Japan will

therefore have to face the new General Tariff

in full. In that tariff the duties of duties

are few and comparatively unimportant,

while the increases are heavy and nume-

rous. It happens that they fall most

heavily upon goods exported from this

country. It is estimated that the average

increase of duty upon British goods is 66

per cent., while on goods from all countries

the average increase is only 50 per cent.

This is not the result of any policy on

the part of Japan to bear

hardly upon this country. Indeed, the

new tariff is not inspired by

a desire to deal harshly with any country.

It is inspired simply and solely by the

desire to do what is best for Japan and

for Japanese industries. It is the busi-

ness of Japanese statesmen to promote

the well-being of their own country, all

other nations being free to pursue the same

self-regarding policy upon their own ac-

count. British exports consist mainly of

things which the Japanese are anxious to

manufacture for themselves; hence this

country is more heavily hit than those

which export things with which Japanese

industry is less directly concerned.

Thus the Japanese are bent upon ex-

tending and developing their textile in-

dustries, and as a consequence the new

tariff will be very prejudicial to the manu-

facturers of Lancashire and Yorkshire.

Ordinary single and double cotton yarns

will have to pay duties from 40 to 250 per

cent, higher than the existing rates.

Woolen and worsted yarns will pay in-

creases of from 30 to 120 per cent. On

cotton piece goods the duties are raised

to from two to five times the existing

duties; on Army cloths from three to

five times; on woollen coatings from

one and a half to four times; and on

silk from six to ten times the existing

duties. Machinery of kinds which Japan

does not yet produce will be taxed 100 per

cent, but locomotives will have to pay nearly five

times the existing duties, and printing

machines, when account is taken of the

new basis of payment by weight, will suffer

as severely. There are substantial in-

creases also in the rates of duty on such

groups, as well as in other leading branches

of our trade with Japan. Upon the whole,

it is estimated that the new tariff will

exclude from three-quarters of a million

to a million pounds worth of the British

goods now exported to Japan, the most im-

portant classes of the new duties

will prove prohibitive, and what remains of

the trade will be only specialties and

articles for the consumption of the wealthy

alone. Under the new tariff, charges

will be made according to weight instead

of ad valorem. This change is, upon the

whole, welcomed by British traders as

tending to check fraud by under-valuation,

from which they have suffered in the past.

But charging by weight obviously involves

classification according to value by the

Japanese Government. For the purpose

of the revision of the specific rates thus

arrived at by the subdivision of classification

at the pleasure of the authorities. Thus, in the absence of a conventional

treaty such as this country has no power

to make, the subject of the tariff is

grave uncertainty as to the duties which

may be charged upon their goods. Con-

tracts made to-day upon one basis may re-

sult in a loss when the goods are delivered

three or six months hence upon a new

Customs basis introduced in the interim.

Upon the principles so eloquently ex-

pounded by Mr. Asquith this new tariff

must inflict a damaging blow upon the

commercial prosperity of Japan. That

unfortunate country is at present groaning

under a handicap of an average duty of

15 per cent. upon its imports. The new

tariff will raise the burden to 25 per cent.,

which must be regarded as crushing by

every faithful Cobdenite. Even a five per

cent duty all round upon imports would

probably be regarded by Mr. Asquith as

sealing the doom of the United King-

dom. The Japanese are careful students

of what goes on in this country. They

are doubtless perfectly familiar with

the luminous essays in which Mr.

Asquith from time to time reiterates

the great contention that every import duty

is a direct injury to the country imposing

it. Yet here we find them, in the face

of what is held irrefragable argument,

calmly adding nearly fifty per cent. to the

import duties which, as they are told, must

throttle their industry and destroy their

power to compete with other nations. They

appear to have actually estimated for a

decrease of two millions sterling in their

imports as a consequence of the increased

duties, and this although they are quite

familiar with the great Cobdenite argu-

ment that imports are paid for with exports,

and consequently that the less they import

the less they can sell. It is extraordinary

that a highly intelligent and progressive

people should thus agree with the Western

people, whose brains we are most frequent-

ly called upon to admire, in absolutely

supplanting the glorious doctrines of Free-

trade. It is even more extraordinary that

the Oriental like the Occidental nation

prosperes amazingly upon that repudiation,

and that imports are standing more and

more against the only economic truth that

the world has known.

## Intimations.

**J. T. SHAW,**

Tailor &amp; Outfitter.

HONGKONG HOTEL,

QUEEN'S ROAD.



Hongkong, November 1, 1909.

G. R.

IN THE SUPREME COURT OF







## A. S. Watson &amp; Co., Ltd.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

## BRANDY:

	Per case of 1 doz.
1-SUPERIOR PALE Red Capsule	23
2-SUPERIOR OLD COGNAC, Red Capsule	23
WATSON'S *** COGNAC, Gold Capsule	29
3-SUPERIOR OLD LIQUEUR COGNAC, Gold Capsule	29
4-VERY FINE PALE OLD LIQUEUR COGNAC, Gold and White Capsule	35
5-FINEST OLD BROWN BRANDY, Gold and White Capsule	40
6-HERNNESSY ***	30
7-BOUTELLEAU'S CHAMPAGNE LIQUEUR	40
8-FINE PALE COGNAC	20.80
9-C. O. F. V. O.	64.80
10-VERY FINE LIQUEUR COGNAC, 50 Years Old	100.00

Note: For Hongkong the above Prices will be increased by the amount of duty payable—\$7.20 per Dozen.

## NEW PIANOS ON HIRE

AT  
\$10 PER MONTH.

Tuning and Regular  
Attention Inclusive.

S. MOUTRIE & Co.,  
LIMITED.  
(Incorporated in Hongkong) April 10, 1907.

WM. POWELL,  
LIMITED,  
ALEXANDRA BUILDINGS.

## END OF SEASON

GREAT CLEARANCE  
OF  
SUMMER GOODS

AT  
VERY LOW PRICES

MONDAY Next,  
Sept. 12th.

Wm. Powell, Ltd.

ALEXANDRA BUILDINGS

## EMPIRE CINEMATOGRAF THEATRE.

PREMIER HALL OF THE COLONY,  
ONE YOUNG ROAD CENTRAL,  
Opposite Central Market.

Performances—7.15 to 9 and  
9.15 to 11.30 p.m.

Grand Success of the celebrated Soubrette  
MISS MAGGIE FRAZER  
and Miss MAY LEWIS.

GRAND MATINEES:  
SATURDAY and SUNDAY, at 2 p.m.  
at REDUCED PRICES.

advantage to carry favour with her. If all the stories which find their way into print are true, the high Court ladies at present in power in Peking are a far more extravagant set than those that held sway during the old regime. They fritter money away like water, push their favourites forward for office regardless of the public welfare, are in fact devoted to nepotism, and seek ever after pleasure; and their example is having a most pernicious influence on the Manchurian aristocracy generally. No wonder then that the Empress Dowager and her entourage view with dismay some of the recent appointments made by the Prince Regent. The presence of strong and capable administrators in the capital is not at all to their liking and hence we are not surprised to hear that Prince T'ai Tso, the leader of the forward wing in the Prince Regent's council, considers it wise to refrain from pressing his schemes at the immediate moment.

The chief bone of contention, however, at the present time, is undoubtedly YUAN SHI-KAI, that capable but treacherous official who betrayed the late Emperor and wrought such disaster to KANG YU-WEN and the Reformers. 'Un' ceremoniously turned out of office by the Prince Regent, who knew more of YUAN SHI-KAI's treachery than any one save the late unfortunate Emperor, the de facto ruler of China now finds the pressure of public opinion so strong in the former Viceroy's favour that he is endeavouring to bring him back into the service of the state. But YUAN SHI-KAI has powerful enemies in Peking and naturally among them are the Consort of the late Emperor and the other Imperial ladies who are now exercising such a predominant influence in political affairs. We gather from a remark in *The Times* that these ladies are so very active at present that the chances of another disastrous Palace revolution are by no means remote.

Poor China, her condition seems to become more desperate every day. When one looks at the political situation and knows how imperative it is that the Middle Kingdom should speedily set her house in order if a great catastrophe is to be averted, one cannot help the surging up of a feeling of disgust at the ineptitudes displayed by those at the head of affairs in Peking. Were China anything else but what she is she would have crumbled to pieces long ere this. Yet strange to say one of the chief anomalies of the day is that the influence of Peking in the domestic government of the country is stronger to-day than ever it was. There is not one Viceroy or provincial satrap who exercises the vast autocratic powers which Li Hung-chang and his brother Viceroys CHANG and LIU possessed in the heyday of their powers. But the strengthening of the grasp by Peking unfortunately does not imply a strengthening of the moral forces of government; indeed, the internal conditions, prevailing along the whole countryside are most deplorable. Meanwhile the many important questions of national import—currency reform, railway loans, the rebuilding of the navy, the reorganization of the police, the reform of the criminal and civil laws, etc., are again thrust into official pigeon-holes to gather a few more layers of dust ere they finally crumble to pieces. China is a long lived Empire, but surely there must come a time when she will have to find an exit from her present condition of muddle and corruption. It is to be hoped that she will be able to find this exit without meeting with serious disaster en route.

The cost of primary instruction in Europe, so we read in a Paris contemporary, reaches the colossal sum of 2,100,000,000 francs, or \$24,000,000. Germany takes the lead with 650,000,000 francs, or \$22,000,000; Great Britain follows with 560,000,000 or \$23,400,000; France following with 250,000,000 francs, or \$10,000,000.—*The Globe*.

THE SITUATION.  
With the setting in of cooler weather in the North the politicians of Peking have reawakened and with freshened energies are taking up again their perennial game of backstairs intrigue. The disputants are rather curiously arranged this time, however, for though the reactionaries are in the ascendant in the hidden purlieus of the Forbidden City, they are really fighting the reformers in an attempt to keep out of office a more than suspected reaction'ary, and yet curiously enough the one strong man for whom China has so urgently cried aloud for some time past. As usual the autumnal crop of stories which float down from the north tell of the great activity of the Empress Dowager and the other Manchurian ladies who lead the forces of reaction. The feminine instinct, according to the teaching of all history, ever inclines to conservatism, and it is not surprising that the ladies who wield such despotic power in the court of China should be similarly affected. The late Empress Dowager was a conservative all her days, though the pressure of circumstances made her bend her haughty will after the Boxer fiasco in the direction of reform. But her heart was not with the men who represented the modern tendencies of the more advanced among China's millions. The present Empress Dowager, though not to be compared in the same breath with the last autocrat, is evidently a very determined woman and the Prince Regent in his desire for a quiet life finds it to his distinct

## NEWS OF THE DAY.

The next Siberian Mail from Europe is due here on Sunday by a.s. Chanan.

The silk per R.M.S. Empress of Japan which left here on the 6th August arrived in New York on the 4th Sept.

The American Consulate-General today circulated a telegram received from the Manila Observatory at 12.00 p.m.—Manila, September 8, 11 a.m.—Depression northern part China Sea, advancing westward.

It is expected that the Hongkong Boy Scouts will go into camp for the first time in the first week of October. The boys have improved wonderfully since the inauguration of the company, especially in signalling under the able tuition of Mr. Alex. P. Storrie of the Hongkong Volunteer Corps.

A large number of books, periodicals, magazines and illustrated papers are required for the use of the Troops leaving here next month in the s.s. Rohilla for Home. Any such literature will be gratefully received by the acting Chaplain (Rev. A. B. Thornhill) either at St. John's Cathedral, or at the Park Hotel.

The Mad Mullah has come to life again, and is giving ample proof of his vitality. He has once more, it appears, got the whip hand of the friendlier who were supposed to have defeated and killed him. The same thing has happened before, and it was hardly to be expected that the withdrawal of the British troops, who alone seemed able to dispute his absolute ascendancy in Somaliland, would be the final cause of his downfall.

Richard Wagner's son, Siegfried, seems to have fallen heir to some of the vicissitudes which marked his distinguished father's earlier years as a composer. This is the opinion one draws from the reception given an opera of his in Berlin recently. Though not a new work, it has never been performed before and the theatre was well filled with leading musicians and critics who awaited its production with considerable interest. There was almost a riot, the admirers of the work and those who were not favourably impressed clashing with loud speeches and much confusion.

Mr. A. Low, general attorney for the Rock Island Railroad, rarely talks any more than is necessary. As a rule, even reserved men will loosen a little and talk while on a railroad train. But not so Mr. Low. He talks none on a train than anywhere else. Mr. Low and Mr. David Mulvaney once made a trip together to Denver. Some days later David was in a company of friends and the talk turned to books. "Dave," said one of them, "did you ever read 'David Harum'?" "Yes," replied Mulvaney. "I read it recently in a pause in the conversation on a trip which I took to Denver with Mr. Low."

Monument Hill, Port Arthur, on the top of which rises the Grand Memorial Tower dedicated to the memory of the Japanese officers and men who died in the investment of the Fortress in the late War, is, in probability, to be covered from top to bottom and on all its sides with azaleas which are to be transplanted from Chikusan-shan and the neighbouring hills on the Antung-Mukden Line where the shrub grows in wild profusion. The idea of growing azaleas there originated from the technical verdict that this particular shrub is suited best to the rocky and sterile character of the soil of the hill, on which young pine-trees planted by tens of thousands are making very unsatisfactory progress.

Though Franklin will continue to receive honours as the inventor of the first practicable lightning-rod, the study of atmospheric electricity goes back at least to the time of Thales of Miletus, who, perched in one of his orations against Catiline, calls attention to the destruction of the gilded statue of Romulus by lightning as an evil omen. A learned priest by the name of Divisch is said to have erected the first lightning conductor in Europe, at Pranditz, Bohemia, in 1754, and it was 130 feet high. Though the Emperor Stephen and the Empress Maria Theresa publicly proclaimed their confidence in the inventor, a most disastrous drought that afflicted the country a year later was ascribed by the superstitious populace to the new-fangled device, and Divisch was compelled to take it down.

The bicentenary of the establishment of the Church of England in the Dominion is to be celebrated at Halifax, Nova Scotia, early in September. The diocese of Nova Scotia is the oldest diocese in the Empire outside the British Isles. The first regular service in British North America was held at Port Royal (now known as Annapolis Royal), Nova Scotia, on October 10, 1710. Annapolis Royal is one of the oldest battlefields in North America. The town, founded in 1604 by the French under De Monts and Champlain, was captured by the British successively and restored to France in 1614, 1664, 1800. Finally, in 1710, it was ceded with the rest of the mainland of what is now the province of Nova Scotia, to Great Britain, half a century before the final struggle for the mastery of the continent on the Plains of Abraham.

## HOW TO CURE A COLD.

Be as careful as you can, you will occasionally take cold, and when you do, get a medicine of known reliability, one that has an established reputation and that is certain to effect a quick cure. Such a medicine is Chamberlain's Cough Remedy. It has gained a world wide reputation by its remarkable cures of this most common ailment and can always be depended upon. For sale by all chemists and storekeepers.

## SOCIAL AND PERSONAL.

Mrs. and Miss Hanco returned to-day from Swatow per a.s. Haitan.

The P. and O. steamer Nubia brought down 617 Naval Ratings from the ill-fated Bedford. They are on their way home.

Mr. James D. Logan, Tommy Logan and his younger brother and Mr. D. K. Blair returned to the Colony to-day by the Empress of India.

Capt. E. S. Fisher, late of H.M.S. Bedford, several of the officers, 110 men and five Chinese arrived to-day by the Empress of India.

One is apt to think of the Kaiser as the great "War Lord" rather than as a candidate for the Nobel Peace Prize, so the intimation that he will probably receive the latter is calculated to raise a smile. Yet if a long and bloodless reign are to be considered as the best qualifications, he is as well entitled to that honour as any. One instinctively associates the Kaiser with Mr. Roosevelt, for they have much in common, and will shortly have more, as German hopes are realized, for Mr. Roosevelt also has had the Nobel award. Both are believers in the "big stick," but both prefer to use it in the interests of peace.

The death is announced of the Hon. Robert O'Neill, formerly M. P. for Mid-Antrim. Mr. O'Neill, who was a younger son of the first Lord O'Neill, could claim a descent beside which that of many royalties looks comparatively modern. The founder of the O'Neill family was Niall the Great, who reigned in Ireland from 379 to 405, and his descendant, through whom the present O'Neill's trace, was that famous Aodh, or Hugh VII. Prince of Tyrone, who was known as "The Head of the Liberty and Valour of the Irish." The prefix "The," though not uncommonly found in Irish families, can properly only be given to the head of a family which once bore royal rank in Ireland. Those properly entitled to it are, Lord O'Neill as the O'Brien, the O'Connor, the O'Connor Don, and the Macmillan of the Reeks. By ancient custom their wives are entitled to be spoken of as "Madame."

## THE MOTOR CAR CASE.

At the Supreme Court to-day before the Chief Justice, Sir Francis Pigott, the case in which S. A. Marican sued Chai Pak Ngok to recover \$7,971.75, for goods sold and delivered and balance for the purchase of a horse was continued.

Mr. M. W. Slade, K.C., instructed by Mr. C. E. Bewis, appeared for plaintiff and Mr. G. O. Alabaster defended, instructed by Mr. E. Hind.

Mr. Alabaster dealing with one of the cars said the car now belonged to Mr. Knox and plaintiff could not give it back without committing a further trespass. It was the most extraordinary piece of high-handedness that he had ever heard of. They were entitled to the return of the car whether defendant paid \$3,000 or not.

Mr. Slade:—They can have the car if they pay the money.

Mr. Alabaster:—There can be no defence to our claim for that car. We are entitled to have the car and they won't give it to us.

Mr. Slade:—Have you asked for it?

Mr. Alabaster:—We demand it in our writ and they have not sent it. Defendant was entitled to heavy damages for the conversion of the car.

His Lordship:—Your damages would not be anything.

Mr. Alabaster:—Why not?

His Lordship:—Because it was seized to pay the rent.

Mr. Alabaster:—It did not entitle a total stranger to levy distress for a small amount by seizing the car. If Marican had a claim against us that did not justify him seizing our property and he had committed a trespass by taking the car. He had no instructions to do so.

His Lordship:—He guaranteed the defendant's promissory notes in payment of the car. If he finds the car going to wreck and ruin he takes it to relieve himself of the liability which he guaranteed.

Mr. Alabaster then dealt with the question of lien.

The New York Tribune's correspondent at La Ceiba (Honduras), wires: "H. M. cruiser Scylla has sailed from here after teaching a salutary lesson to the Honduran officials. It had been alleged that Mr. Alexander Thurston, a British subject, had been assassinated by the commandant of the garrison. The British Consul, while investigating the matter, encountered rebuffs and threats. Thereupon he called to Kingston for the Scylla. Captain Theisger formulated an ultimatum, which Mr. Taylor transmitted to General Davis, the President, before sailing, and also informed the British Consul that, if he were subjected to any indignity, he had only to cable to him immediately, and the warship would return and take action."

## SURE CURE FOR DIARRHOEA.

An ordinary attack of diarrhoea may be cured by a single dose of Chamberlain's Colic, Cholera and Diarrhoea Remedy. Only in the most severe cases is a second or third dose required. Try it. It has a reputation of over thirty-five years behind it and is everywhere recognized as the most reliable remedy in use for diarrhoea. For sale by all chemists and storekeepers.

## NEWFOUNDLAND FISHERIES DISPUTE.

## VERDICT OF HAGUE TRIBUNAL.

Britain Wins the Day.

(Reuter's Service to the China Mail.)

London, September 8.  
Reuter's correspondent at the Hague wires that the President of the Arbitration Tribunal in the Anglo-American Newfoundland Fisheries dispute has delivered his award.

Seven points were submitted for judgment, and the two most important have been decided in favour of Great Britain, who is thus given the power to make laws regulating the fisheries without submitting them for the approval of the United States.

[Note:—The Newfoundland fisheries dispute has been a long-standing source of irritation to both the United States and Great Britain, and in submitting the matter to arbitration both Powers set an illuminating example to the whole world. The proceedings at the Hague commenced on June 6th last and concluded on August 31st. Sir Robert Finlay represented Britain.—Ed. C.M.]

## THE ST. LEGER.

## DERBY WINNER BEATEN.

(Reuter's Service to the China Mail.)

London, September 8.  
The St. Leger, run at Doncaster yesterday, resulted as follows:—

Swinford.....1.  
Bronzino.....2.  
Lemberg.....3.

The betting was as follows:—9 to 3 against Swinford; 20 to 1 against Bronzino; 5 to 4 on Lemberg.

[Note:—Latest advices showed that there would probably be 14 starters for this classic race, these being:—Neil Gow, Lemberg, Bronzino, Maid of Corinth, Swinford, Magic, Uster King, Tread, Yellow Slave, and Whisk Broom. This year the race has been regarded as a very open thing. Doubts, now realised, were expressed as to whether Lemberg, the Derby winner, could stay the St. Leger distance. The winner was trained by G. Lambton and ridden by F. Wooding; Bronzino was trained by Sadler and ridden by F. Fox; while B. Dillon rode Lemberg, who had been trained by A. Taylor. The Derby course is about 11 miles, while the St. Leger distance is 1 mile 6 furlongs 132 yards. The St. Leger was established in 1776 but did not receive its present name until 1778, when it was named out of compliment to Col. St. Leger and run for the first time on Doncaster Town Moor. Bayardo won the St. Leger last year, beating Valens by a length and a half.—Ed.—C.M.]

## A BRITISH STRIKE.

(Reuter's Service to the China Mail.)

London, September 7.  
The boiler-smiths at South Shields unexpectedly struck work on Saturday to show their sympathy with the locked-out boiler-makers.

## SIR GEORGE WHITE'S HEALTH.

(Reuter's Service to the China Mail.)

London, September 7.  
Field Marshal Sir George White, who has been seriously ill, has now recovered.

## AMERICAN CUSTOMS RULES.

## A BRITISH PROTEST.

(Reuter's Service to the China Mail.)

London, September 7.

The Foreign Office has instructed H.E. the Rt. Hon. James Bryce, O.M., the Ambassador to Washington, to protest against the new Customs regulations with reference to textiles, requiring the revelation of trade secrets and imposing other conditions regarded by British exporters as prohibitive.

## QUO VADIS CIGARETTES.

## THE VERY FINEST TURKISH LEAF

## CIGARETTES ON THE MARKET.

Manufactured by the ARDATH TOBACCO Co., Ltd., of London.

They are recognised as the Standard of Quality and Purity in the Cigarette World.

Price \$3.00 Per 100.

Other High-class Cigarettes and Tobaccos of the Ardath Tobacco Co. are also stocked.

## H. Price &amp; Co., Ltd.

12, Queen's Road Central, Hongkong.

TELEPHONE No. 135.

Hongkong, Sept. 9, 1910.

## PERSIA'S FINANCIAL ADVISERS.

## A PREFERENCE FOR AMERICANS.

(Reuter's Service to the China Mail.)

London, September 8.

A Tehran message states that the Majlis (the Persian National Council or Consultative Assembly) has decided almost unanimously to employ American financial advisers instead of French, as previously agreed.

## CHINESE ETIQUETTE.

(Wah Taz Yat Po's Service.)

Peking, September 7.

H.E. Luk Ching-cheong, the late Minister to Holland, who some time ago had his queue cut off, recently had an audience with the Board of Foreign Affairs, during which he wore, at the request of the Board, an imitation queue.

## A MINE REDEMPTION.

(Wah Taz Yat Po's Service.)

Peking, September 7.

It is reported that the Chinese Mining and Engineering Company has agreed to accept £1,500,000 from the Chinese Government for the redemption of the Company's coal mine near Tientsin.

## THE CHEKIANG RAILWAY TROUBLE.

## RIOTS THREATENED.

(Wah Taz Yat Po's Service.)

SHANGHAI, September 7.

Some thousand natives of Ningpo gathered before the Tamen of the Taotai and strongly insisted that the Governor of Chekiang should be requested to permit Tang Sou Chin, late manager of the Chekiang Railway, to be retained in that office. Otherwise they issued threats that riots would ensue.

## V LUNTERE NOTES.

ON LEAVE.

Gunner B. E. Fielder of No. 3 Company has been granted leave of absence for one month with effect from the 28th September.

TRANSFERRED.

Gunner B. F. Long of No. 4 Company has been transferred to No. 3 Company.

Private W. W. Matthews of the Infantry Company has been transferred to the Engineer Company.

Private W. H. L. Warren of the Infantry Company has been transferred to the Scouts Company.

JOINED.

Mr. F. J. Burton joined the Corps on the 6th September, and has been posted to No. 2 Company.

S. B. Bellenger; L. O. Ross; E. B. Reed; E. W. Carpenter; E. B. Clarke; H. R. Makin; A. V. Monk; J. H. Bone; H. R. Hartelet; G. H. Lakin; G. H. D. Wolf; J. Bell-Irving; H. W. Moon; O. V. Lanning; J. McCaig; P. W. Goldring; C. N. G. Walker; W. H. Stewart; F. B. Rickett; C. F. Bird; R. K. Rodger; W. E. L. Shenton; E. J. Gill; D. G. Chesman; A. C. Elton; W. E. Warburton; W. McDulloch; A. B. Pollock have joined the Scouts Company.

SMOKING CONCERN.

It is notified that there will be a Smoking Concert at Headquarters on Saturday, the 10th October, at 9.15 p.m.

During the course of the evening His Excellency Sir Henry May, K.C.M.G. will present Long Service Medals to Captain Nicholson, Sergeant-Major Grey and Sergeant-Major Logan. Dress—Uniform. A good attendance is expected. Members may bring guests.







## Shipping.

## PENINSULAR &amp; ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

PORTS	STAMEN	To Sail on	REMARKS
LONDON & ANTWERP	NUBIA	Sept. 7th	Freight and Passage.
via Suez, Pango, Cebu, Port Said & Alexandria	Capt. F. J. Fox	September	
SHANGHAI, MOJI, KOBÉ, AND YOKOHAMA	NORE	Noon, 8th	Freight and Passage.
	Capt. G. Phillips	September	
SHANGHAI	DELHI	About 15th	Freight and Passage.
	Capt. G. W. Gordon, R.N.	September	
LONDON, via Ural Ports	DELTA	Noon, 17th	See Special of Call.
	Capt. B. W. H. Snow	September	

E. A. HEWITT, Superintendent.

## CANADIAN PACIFIC RAILWAY CO'S. ROYAL MAIL STEAMSHIP LINE.

Between China, Japan and Europe, via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Island Sea of Japan) Kobe, Yokohama, Victoria, and Vancouver, the only line that maintains a Regular Scheduled Service of 15 DAYS YOKOHAMA TO VANCOUVER.

SAVING 5 TO 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec.

(Subject to alteration)

Consolidating with Royal Mail Atlantic Steamers.

From Hongkong	From Quebec or St. John, N.B.
EMPEROR OF INDIA	ALLAN LINE
SATURDAY, 17th Sept.	FRIDAY, 14th Oct.
EMPEROR OF JAPAN	EMPEROR OF IRELAND
SATURDAY, 8th Oct.	FRIDAY, 4th Nov.
EMPEROR OF CHINA	ALLAN LINE
SATURDAY, 29th Oct.	FRIDAY, 25th Nov.
EMPEROR OF MONTAGUE	EMPEROR OF BRITAIN
TUESDAY, 8th Nov.	FRIDAY, 16th Dec.
EMPEROR OF INDIA	ALLAN LINE
SATURDAY, 19th Nov.	FRIDAY, 13th Jan.
EMPEROR OF JAPAN	
SATURDAY, 17th Dec.	

Each Steamship leaves Hongkong at 9.00 a.m. and 'Montague' at 12 Noon. Each Steamship leaves Vancouver at 12 Noon. The 'Empress of India' connects at Vancouver with a Special Mail Express Train and at Quebec or St. John, N.B. with Atlantic Mail Steamers as shown above. The 'Empress of Britain' and 'Empress of Ireland' are magnificent vessels of 14,000 tons, speed 20 knots, and are regarded as second to none on the Atlantic. The 'Empress' steamers on the Pacific and the Atlantic are equipped with the latest wireless apparatus. Passengers booked to all the principal points in Canada, the United States and Europe, also around the World. HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) ..... \$71.10. Passengers for Europe have the option of going forward by any Trans-Atlantic line either from Canadian Ports or from New York or Boston. SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments. Full particulars of application from Agents. Through Passengers are allowed 'Stop Over' privileges at the various points of interest on route. R. V. S. 'MONTAGUE' carries only 'One Class' of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways, 2nd Class on Atlantic. Via Canadian Atlantic Port 245. Via New York 245. For further information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. CHADDOCK, General Traffic Agent, Corner Fadder Street and Praya (opposite Blake Pier).

## PORTLAND &amp; ASIATIC S.S. CO.

Operating in connection with the OREGON RAILROAD & NAVIGATION CO. FOR PORTLAND, via MANILA, MOJI, KOBÉ, YOKOHAMA AND HAKODATE.

WITH LIBERTY TO CALL AT HONOLULU & SAN FRANCISCO.

STEAMSHIP

FOR PORTLAND, via MOJI, KOBÉ AND YOKOHAMA.

SELIA

Through Bill of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. Via through rates of Freight and further information, communicate with or apply to.

FRED J. HALTON, Agent.

## DOUGLAS STEAMSHIP CO., LD.

## HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST-Class, fastest and most luxurious steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

## FOR SWATOW AMOY &amp; FOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
HAITAN	Capt. J. W. Evans	FRIDAY, 9th Sept., at 10 a.m.
HAIRANG	Capt. A. E. Hodgins	TUESDAY, 13th Sept., at 10 a.m.

## FOR SWATOW AND RETURN.

(Occupying 3 Days).

STEAMSHIP	CAPTAIN	LEAVING
HAIMUN	Capt. A. H. Stewart	THURSDAY, 15th Sept., at 10 a.m.

Steamers will arrive at, and depart from the Company's Wharf (near Blake Pier).

During the Months of August and September, a Special Reduction of 20% on Fares to Fochow and Return will be Allowed.

For Freight and Passage, apply to

DOUGLAS, LAPRAIK & CO.,

General Managers.

Hongkong, June 23, 1910.

## THE EASTERN &amp; AUSTRALIAN MAIL SERVICE.

## TO AUSTRALIA.

## MAIL SCHEDULE.

SUBJECT TO MODIFICATION

STEAMSHIP	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	Sept. 17th, at Noon.	Oct. 5th, at Noon.
EASTERN	Oct. 22nd, at Noon.	Nov. 12th, at Noon.
ALBANY	Oct. 23rd, at Noon.	Nov. 13th, at Noon.
EMPIRE	Oct. 24th, at Noon.	Nov. 14th, at Noon.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State Rooms have Electric Fans. A daily qualified Doctor and Stewards are carried. For further particulars, apply to

GIBB, LIVINGSTON & CO.,

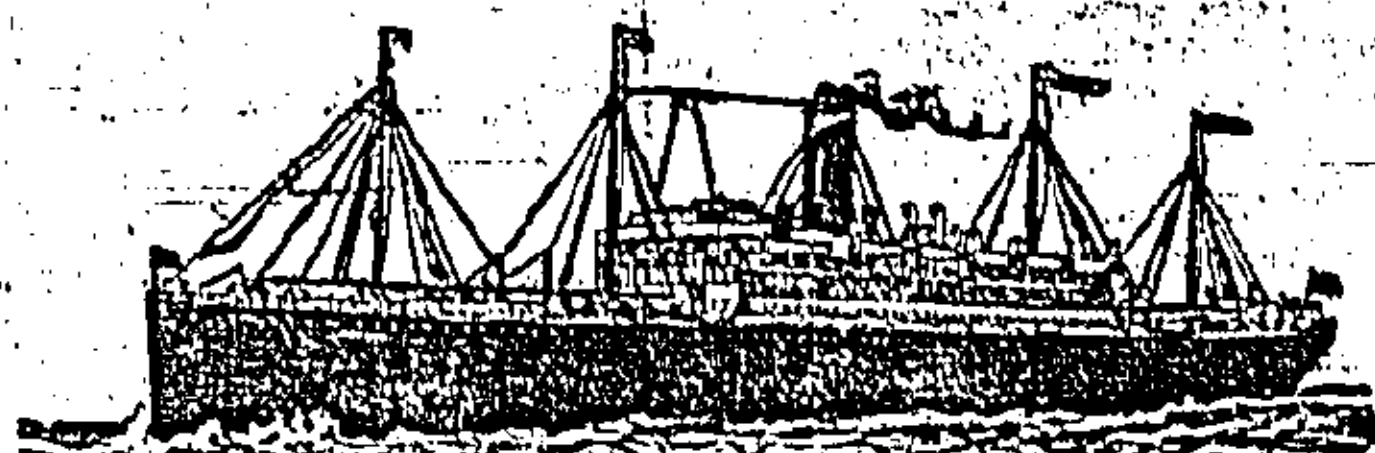
Agents.

Hongkong, September 2, 1910.

## Shipping.

## PACIFIC MAIL S.S. COMPANY, TOYO KISEN KAISHA.

## U.S. MAIL LINES.



## SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via Honolulu, Oahu, the most fertile and beautiful island of the Pacific.

## PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMSHIP	Tons	SAILING DATE	Time
MONGOLIA	27,000	SATURDAY, 17th Sept.	at 1 p.m.
TERNO MARU	21,000	SATURDAY, 24th Sept.	at 1 p.m.
KOREA	18,000	SATURDAY, 1st Oct.	at 1 p.m.
NIPPON MARU	18,000	SATURDAY, 15th Oct.	at 1 p.m.
SIBERIA	18,000	SATURDAY, 22nd Oct.	at 1 p.m.
MANOHURIA	27,000	SATURDAY, 5th Nov.	at 1 p.m.
OHIO MARU	21,000	SATURDAY, 12th Nov.	at 1 p.m.

The P.M. S.S. MONGOLIA will be despatched for San Francisco, via Keelung, Shanghai, Nagasaki, Kobe, Yokohama, and Honolulu, on SATURDAY, 17th September, at 1 p.m.

Fares: Hongkong to London £71, 10.0. Return six months £120 2s months £125; including Berth and Meals across America.

## INTERMEDIATE SERVICE.

China ..... 10,200 Tons, SATURDAY, 29th Oct., at 1 p.m.  
Asia ..... 9,500 Tons, SATURDAY, 19th Nov., at 1 p.m.

The S.S. CHINA will leave for San Francisco, via Shanghai, Nagasaki, Kobe, Shimizu, Yokohama and Honolulu, on SATURDAY, October 30th, at 1 p.m.

The fine Mail Steamers ASIA and CHINA carry Intermediate passengers only, affording superior accommodation for that class.

Hongkong to London via Canadian Atlantic Ports ..... £245.  
via New York ..... £245.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Services of the Chinese and Japanese Governments.

Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information as to Passage and Freight, apply to the Agency of the Companies, Kine's Buildings (opposite Blake Pier).

FRED J. HALTON, Agent.

## OSAKA SHOSHEN KAISHA.

## REGULAR SERVICES, PROPOSED.

## SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

## TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

## THE CHICAGO, MILWAUKEE &amp; PUGET SOUND RAILWAY.

THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.  
(The only direct train service, without transshipment, the shortest and fastest route) from the Pacific Coast to CHICAGO.

Taking cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

For	Steamers	Tons (gross reg.)	Leaves
VICTORIA, B.O. & TACOMA	TACOMA MARU, Capt. E. Yamamoto.	6,178	Wednesday, 7th Sept., at Noon.
KOBÉ & YOKOHAMA	KOBÉ MARU, Capt. T. Ogata.	6,069	Wednesday, 21st Sept., at Noon.

The Co.'s newly built steamers have fast speed. Superior accommodation for storage passengers situated. AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

## HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA SERVICE.

For	Steamers	Leaves
TAMSAI via SWATOW & AMOY	JOSHIN MARU, Capt. H. Murayama.	SUNDAY, 11th Sept., at 10 a.m.
ANPING via SWATOW & AMOY	SOSHU MARU, Capt. Y. Yamamoto.	WEDNESDAY, 14th Sept., at Noon.
SHANGHAI via SWATOW & AMOY	BUJUN MARU, Capt. Y. Fumeno.	THURSDAY, 15th Sept., at Noon.

SPECIAL REDUCTION of 20% will be allowed to 1st and 2nd Class passengers to FOCHOW during the two months of August and September, 1910.

CHEAPEST THROUGH PASSENGER TO NANKING, in connection with the Nishin Kisen Kaisha's steamers at Shanghai, for the NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.  
1st Class, \$73.00. 2nd Class, \$55.00. 3rd Class, \$37.00.  
1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fast speed. Superior passenger accommodation. Electric light throughout. The newly built steamers: 'Onokusa Maru' and 'Buroo Maru'—First-class cabins—AMIDSHIP.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s local Branch Office at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

## NORDDEUTSCHER LLOYD, BREMEN.

## IMPERIAL GERMAN MAIL LINES.

For	STEAMERS	Tons	To SAIL
NAPLES, GENOA, ALGIERA, BUELOW, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	Capt. H. Formes.	(16,000)	WEDNESDAY 21st Sept. at Noon.
SHANGHAI, NAGASAKI, KOBÉ & YOKOHAMA	PRINZ EITEL FRIEDRICH, Capt. E. Malchow.	(15,000)	WEDNESDAY, 21st Sept.
MANILA, ANGAUR, YAP, MARON, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	PRINZ SIGISMUND, Capt. D. Lenz.	(6,000)	SUNDAY, 11th September, at 10 a.m.
YOKOHAMA AND KOBÉ	COLENTZ, Capt. H. Raegener.	(7,250)	TUESDAY, 20th Sept.
KUDAT AND SANDAKAN	BORNEO, Capt. F. Sembil.	(5,000)	Wed of Sept.

For further Particulars apply to Norddeutscher Lloyd.

MELOHRS & CO.,

General Agents, Hongkong & China.

## Shipping.

## INDO-CHINA STEAM NAVIGATION CO., LD.

## PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

For	STEAMERS	To SAIL
SHANGHAI, KOBÉ, MOJI	YUNNANG, FRIDAY, Sept. 9, at Noon.	
MANILA, SHANGHAI, via NINGPO, HANGSANG	YUNNANG, FRIDAY, Sept. 9, at 4 p.m.	
SINGAPORE, PENANG, AND CALCUTTA	YUNNANG, TUESDAY, Sept. 13, Daylight.	
TIENSIN	YUNNANG, WEDNESDAY, Sept. 14, at Noon.	
MANILA	YUNNANG, THURSDAY, Sept. 15, at Noon.	
	YUNNANG, FRIDAY, Sept. 16, at 4 p.m.	

RETURN TOURS TO JAPAN. Occupying 24 days. The steamers Kaitang, Nanning and Fookang leave about every 3 weeks for Nanning, returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified Surgeon is also carried.

Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light. Taking Cargo on Through Bills of Lading to Yantzeo River, Chetoo, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Kuddat, Lahad Datin, Singapore, Tawau, Cebu, and Labuan.

Sub. Exch. 4: Telephone No. 215. For Freight or Passage apply to JARDINE, MATHESON & Co., Ltd., General Managers.

## CHINA NAVIGATION CO., LD. CHINA.

## SAILINGS SUBJECT TO ALTERATION.

For	STEAMERS	To SAIL
HOLO & CEBU, via AMOY	SUBOKANG	Sept. 9, at 4 p.m.
SWATOW, CHEFOO & TIENSIN	HURCHOW	Sept. 10, at 4 p.m.
SHANGHAI	ANHUI	Sept. 11, Daylight.

DIRECT SAILINGS TO WEST RIVER.—Twice Weekly. S.S. 'LINTAN' and S.S. 'SANU'.

AUSTRALIAN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in the State-rooms. A daily qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI LINE. FAST SCHEDULE TWIN SCREW STEAMERS—S.S. Anhui, Chusan, Hsin, Chihshun—with excellent passenger accommodation, Electric Light throughout and Electric Fans in State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARES:—\$45.00 Single. \$80.00 Return. For Freight or Passage, apply to BUTTERFIELD & SWIRE, 198/197S, Telephone No. 88.

## SOUTH AMERICAN LINE.

## REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBÉ, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (MEXICO).

Tons, Gross	Leaves
Buyo Maru	Oct. 22nd, at noon.
Hongkong Maru	Dec. 21st, at noon.
Kiyo Maru	About middle of Feb.

For particulars apply to N. YAMADA, Acting Manager, TOYO KISEN KAISHA, Kine's Buildings.

## NIPPONYUSEN KAISHA (THE JAPAN MAIL STEAMSHIP CO.)

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	SAILING DATES
MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO, AND PORT SAID.	MIYASAKI MARU, Capt. T. Mura, Tons 2000.	WEDNESDAY, 14th Sept., at Daylight.
	KITANO MARU, Capt. F. E. Cope, Tons 2000.	WEDNESDAY, 28th Sept., at Daylight.
	IYO MARU, Capt. —, Tons 2000.	WEDNESDAY, 12th Oct., at Daylight.
VICTORIA, B.O. & SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBÉ, YOKOHAMA, SHIMIZU & YOKOHAMA.	SAWA MARU, Capt. S. Ishikawa, Tons 700.	TUESDAY, 13th Sept., at 4 p.m.
	INABA MARU, Capt. E. Kawara, Tons 700.	TUESDAY, 11th Oct., at Noon.
VICTORIA, B.O. AND SEATTLE	SADO MARU, Capt. Horiuchi, Tons 700.	SATURDAY, 10th Sept., from KOBÉ.
SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.	YAWATA MARU, Capt. T. Sakino, Tons 5000.	FRIDAY, 30th Sept., at Noon.
	NIKKO MARU, Capt. M. Yagi, Tons 5000.	FRIDAY, 24th Oct., at Noon.
BOMBAY, via SINGAPORE AND COLOMBO.	COLOMBO MARU, Capt. E. Combes, Tons 5000.	WEDNESDAY, 7th Sept., at 5 p.m.
SHANGHAI, MOJI & KOBÉ	CEYLON MARU, Capt. Fred. Fyne, Tons 4000.	14th September.
KOBÉ & YOKOHAMA	HIRANO MARU, Capt. H. Kikori, Tons 2000.	THURSDAY, 15th Sept., at 5 p.m.
NAGASAKI, KOBÉ AND YOKOHAMA	NIKKO MARU, Capt. M. Yagi, Tons 5000.	WEDNESDAY, 29th Sept., at Noon.

Fitted with new system of wireless telegraphy. Calling at Saigon. Cargo only.

## PASSENGER SEASON 1911.

Sailings and Passage Rates from Hongkong TO MARSEILLES & LONDON, via SUEZ CANAL.

Steamers	Tons	Leave H.K.	Rate of Passage
MIYASAKI MARU	9000	15th Feb.	1st Class S.Y. 550.00
KITANO	7000	15th March	1st Class S.Y. 520.00
HIRANO	9000	29th April	2nd Class S.Y. 320.00
TANGO	8000	12th May	2nd Class S.Y. 320.00
KAMO	9000	26th May	2nd Class S.Y. 320.00
AKI	9000	9th June	2nd Class S.Y. 320.00
MISHIMA	9000	23rd June	2nd Class S.Y. 320.00

TO VICTORIA, B.O. & SEATTLE, WASH., U.S.A. Rate of Passage.

Steamers	Tons	Leave H.K.	Rate of Passage
AWA MARU	7000	25th Feb.	1st Class S.Y. 520.00
TAMBA	7000	25th March	2nd Class S.Y. 320.00
AWA	7000	25th May	2nd Class S.Y. 320.00

For further information as to Freight, Passage, Sailings, etc., apply to T. KUBOMOTO, Manager.

## Notices to Consignees.

IMPERIAL GERMAN MAIL LINE. NORDDEUTSCHER LLOYD, BREMEN.

## NOTICE TO CONSIGNEES.

THE Steamship DERFFLINGER, having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon and West Point Godowns, whose delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 13th of September, will be subject to rent.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 13th of Sept., at 9.30 a.m.

All claims must reach us before the 17th of September, 1910, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

This Steamship brings Cargo: Ex s.s. Dundee from Vancouver. Transhipped at Port Said.

NORDDEUTSCHER LLOYD, MELOHRS & CO., General Agents.

Hongkong, September 6,



## Shipping.

PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY.

HOMEWARD PASSENGER SEASON 1911.

PROPOSED SAILINGS OF MAIL STEAMERS

## MARSEILLES &amp; LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamer	Tons	Leave Hongkong	Connecting Steamers from Colombo to	Due Marseilles (Brindisi 5 days earlier)	Due London (1 day later)
DELHI	8000	Feb. 4	Mantua	Mar. 18	Mar. 24
ARCADIA	7000	Feb. 18	Mantua	Mar. 18	Mar. 24
ASABE	7000	Mar. 4	Mantua	Mar. 18	Mar. 24
MARMORA	10500	Mar. 18	Mantua	Mar. 18	Mar. 24
DEVANHA	8000	Apr. 1	Mantua	Mar. 18	Mar. 24
DELHI	8000	Apr. 15	Mantua	Mar. 18	Mar. 24
ASABE	7000	Apr. 29	Mantua	Mar. 18	Mar. 24
DELTA	8000	May 13	Mantua	Mar. 18	Mar. 24

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.

Accommodation in the connecting steamer from Colombo is definitely reserved in Hongkong or at time of booking.

Fares to London (including Surtax).

1st Saloon.....£71.10 Single. £108.14 Return.

2nd ".....£48.8 " £72.12 "

In addition to the above Mail Steamers the following:-

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	TONNAGE	Leave Hongkong	Due London
SUNDA	4700	Jan. 25	March 11
NUBIA	4700	Feb. 8	March 24
SYRIA	4700	Mar. 22	April 7
NOE	4700	Apr. 5	April 20
PALAWAN	4700	Apr. 19	May 3
BORNEO	4700	May 3	May 17
SICILIA	4700	May 17	May 31
SUMATRA	4700	May 31	June 14
NILE	4700	June 14	June 28

These Steamers call also at Singapore, Penang, Colombo, and at Marseilles.

Fares to London (including Surtax).

1st Saloon.....£38.10 Single. £57.4 Return.

2nd ".....£23.0 " £34.4 "

Carry 1st and 2nd Saloon Passengers.

For further particulars apply to

E. A. HEWETT,

Superintendent.

MESSAGERIES MARITIMES  
FRENCH MAIL LINES.FORTNIGHTLY SERVICE TO AND FROM EUROPE,  
Via SUEZ CANAL.FORTNIGHTLY SERVICE TO AND FROM JAPAN,  
Via SHANGHAI.

FOR	STEAMERS	CAPTAIN	TO SAIL
SHANGHAI, KOBE AND YOKOHAMA	YARRA,	RUSTONELL.	Sept. 12, p.m.
MARSEILLES, Via Port	V. CIOTAT,	BARILLON	Sept. 13, at 1 p.m.
SHANGHAI, KOBE AND YOKOHAMA	OCCANEN,	SALLIER.	Sept. 23, p.m.
MARSEILLES, Via Port	TOURANE,	LANCERIN.	Sept. 27, at 1 p.m.

TRANS-SHIPING on the Co's Steamers at Singapore for BATAVIA, at Colombo for

Calcutta, Bombay and Australia, at Port Said for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to London, via Paris, from £27.10 up to £71.10. 20 hours

railway from MARSEILLES to LONDON. Interceptors meet passengers on their arrival in

Marseilles.

For further particulars, apply to

P. THOMAS, Agent,

QUEEN'S BUILDING.

HAMBURG-AMERIKA LINIE,  
HAMBURG.REGULAR SAILINGS FROM JAPAN, CHINA AND PHILIPPINES,  
Via STRAITS AND COLOMBO.

To HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK.

TAKING Cargo at through Rates to all European, North Continental and British

Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean,

Savannah, Black Sea and Baltic Ports,

AND ALL NORTH AND SOUTH AMERICAN PORTS.

NEXT SAILINGS FROM HONGKONG

Outward	Homeward
For Shanghai, Yokohama & Kobe	For Havre, Bremen & Hamburg
S.S. ALESIA.....8th Sept.	S.S. SPEZIA.....9th Sept.
S.S. O. FRED. LAEISZ.....24th Sept.	For Havre, Hamburg & Antwerp
S.S. ARMENTA.....6th Oct.	S.S. LIBERIA.....14th Sept.
S.S. SENEGBAMBIA.....21st Oct.	For Havre, Rotterdam, Hamburg
S.S. SILESIA.....4th Nov.	and Antwerp
S.S. SUEVIA.....17th Nov.	S.S. BADENIA.....2nd Oct.
S.S. ARABIA.....1st Dec.	For Marseilles, Havre & Hamburg
S.S. SCANDIA.....15th Dec.	S.S. AMBRIA.....4th Oct.
	For Havre & Hamburg
	S.S. ALESIA.....11th Oct.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, Hongkong Office.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
RUBI	3540	R. Rodger	Manila	Saturday, Sept. 10, at Noon.
ZAFIRO	3540	A. Fraser	Manila	Sept. 17, at Noon.

For Freight or Passage, apply to

Shewan, Tomes &amp; Co., General Managers.

## Shipping

PENINSULAR & ORIENTAL STEAM  
NAVIGATION COMPANY.

## S.S. 'MARMORA'

10,500 tons.

CAPTAIN G. H. C. WESTON, R.N.R.

THIS THROUGH MAIL STEAMER FOR  
MARSEILLES AND LONDON, Via BOMBAY.

WILL leave Hongkong on MARCH 18th, 1911, staying

at Bombay 24 hours only and is due to arrive at:-

MARSEILLES.....April 15th.

LONDON.....April 22nd.

FARES TO LONDON

1st Saloon.....£71.10 Single. £108.14 Return.

2ND ".....£48.8 " £72.12 "

For further Particulars apply to

E. A. HEWETT, Superintendent.

Hongkong, September 1, 1910.

DIRECT ROUTE TO AMERICA.

## GREAT NORTHERN S.S. CO.

## S.S. 'MINNESOTA'

28,000 Tons.

CAPTAIN T. W. GARLICK.

MANILA, NAGASAKI, KOBE,  
YOKKAICHI, SHIMIZU and  
YOKOHAMA

FOR

SEATTLE.

SAILS FROM HONGKONG ON MONDAY, OCTOBER 31ST, AT NOON

DIRECT connection at Seattle with Great Northern and Northern Pacific Railways

for all points in the United States and Canada; also with Atlantic Steamship

Lines for all points in Great Britain and on the Continent. Direct connection at Hong-

kong for Manila, Suez, Mediterranean, Java, India, London and Paris.

LUXURIOUS PASSENGER ACCOMMODATIONS—Saloon and State-rooms (all

outside rooms), Music room, Library, Smoking room, Laundry, Telephone,

etc.

Trans-Pacific Cabin passengers may travel by rail if desired between ports of

Yokohama, Kobe and Nagasaki, without extra charge.

For convenience of coastwise cabin passengers, return tickets are interchangeable

with regular mail lines between Japan, China and Hongkong.

For full information regarding freight or passage apply to

NIPPON YUSEN KAISHA,

Agents.

Hongkong, March 17, 1910.

## THOS. COOK &amp; SON.

TOURIST, STEAMSHIP &amp; FORWARDING AGENTS

BANKERS, etc.

HEAD OFFICE—LUDGATE CIRCUS, LONDON, E.C.

SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the World.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

OFFICIAL AGENTS for the OBERAMMERGAU PASSION PLAYS

of 1910.

Head Office for the Far East:

16, DES VOEUX ROAD, Hongkong.

Branch Office:

32, WATER STREET, Yokohama.

SOCIETA ANONIMA NAZIONALE DI

SERVIZI MARITIMI

Societa in Roma.

STEAM FOR BOMBAY,

Via SINGAPORE AND PENANG.

Having connection with Company's Mail

Steamers to Port Said, MEXICO,

NAPLES, LONDON and GENOA, also

VENICE and Trieste, all MEDITERRANEAN,

ADRIATIC, LEVANTINE and South

AMERICAN PORTS up to OCEANO.

(Taking Cargo at through rates to PERMAN

GULF and BAHAMA, also BAHAMA,

YALENA, ALGIERE, ALGERIA and

MALAGA).

THE Steamship

CAPRI.

Captain MOROZZO will be despatched as

above on MONDAY, the 12th Sept., at

Noon.

For further particulars regarding Freight

and Passage, apply to

CARLOWITZ &amp; Co.,

Hongkong, August 31, 1910.

AUSTRIAN

NAVIGATION

COMPANY.

STEAM FOR

TRIESTE Direct, Calling at

SINGAPORE, PENANG, CALCUTTA,

COLOMBO, ADEN, BUEY AND

PORT SAID.

(Taking Cargo at through rates to the

BRITISH, to SOUTH AFRICA, PERMAN

GULF, RED SEA, BLACK SEA, LEVANT,

VENICE and ADRIATIC PORTS).

THE Co's Steamship

VORWAERTS.

Captain BROWNE will be despatched as

above on THURSDAY, the 29th Septem-

ber.

This Steamer has special accommoda-

tion for passengers, Electric Light and

carries a Doctor.

For information as to Passage and

Freight, apply to

SANDER WIELER &amp; Co.,

Agents.

Hongkong, August 30, 1910.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

## Shipping

IMPERIAL GERMAN MAIL LINE.  
NORDEUTSCHER LLOYD.FOR MANILA, ANGAUR, YAP,  
MARONN, FRIEDRICH WILHELMS-  
HAFFEN, RABAU, BRISBANE  
AND SYDNEY.THE Steamship  
PRINZ SIGISMUND,  
Captain D. LANGE (ready to load on Satur-  
day) will leave for the above places on  
SUNDAY, the 11th inst., at 10 a.m.

For Freight or Passage, apply to

NORDEUTSCHER LLOYD,  
MELOHRS & CO.,  
General Agents.

Hongkong, September 7, 1910.

'SHIRE' LINE OF STEAMERS,  
LIMITED.FOR MARSEILLES, LONDON AND  
ANTWERP.THE Steamship  
CARNARVONSHIRE,  
Captain GAZDAR, will be despatched as

above on or about 17th September.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,  
Agents.

Hongkong, August 30, 1910.

## To Let.

TO LET.

1st September. BOWEN ROAD.

WESTERN BLOCK OF DWELLING

HOUSES at present occupied as

Artillery Officer's Quarters.

Satisfactory Boarding House.

Apply to

THE HONGKONG LAND INVEST-

MENT &amp; AGENCY Co., Ltd.

Hongkong, June 23, 1910.

TO LET.

FROM 1st NOVEMBER, 1910.

BITION—a Five-Roomed HOUSE

upon HOUSE, GORON.

For particulars apply to

DERNYS & BOWLEY,  
Solicitors.

Hongkong, August 6, 1910.

TO LET.

A HOUSE in KNUSTFORD TER-

RACE.

Apply to

THE HONGKONG LAND INVEST-

MENT &amp; AGENCY Co., Ltd.

Hongkong, August 1, 1910.

TO LET.

GODOWN No. 54, DUDDELL

STREET.

Apply to

THE HONGKONG LAND INVEST-

MENT &amp; AGENCY Co., Ltd.

Hongkong, January 1, 1910.

TO LET.

OFFICE in DES VOEUX ROAD,

CENTRAL, corner of Ice House St.

Apply to

Messrs FRIDY SMITH & FLEMING,  
Queen's Road.

Hongkong, June 1, 1910.

TO LET.

GODOWN No. 4, NEW PRAJA,

Kennedy Town.

Apply to

THE HONGKONG LAND INVEST-

MENT &amp; AGENCY Co., Ltd.

Hongkong, August 29, 1909.

TO LET.

FURNISHED BEDROOM, with Board,

in KOWLOON, for single GENTLE-

MAN. Convenient situation, splendid

outlook, every convenience. Room avail-

able from September 1st.

For terms write to

Care of 'CHINA MAIL' OFFICE.

Hongkong, August 18, 1910.

TO LET.

OFFICES, HOTEL MANSIONS.

Apply to

HENRY HUMPHREYS,

Alexandra Buildings.

Hongkong, August 31, 1910.

TO LET.

FOUR and Five-Roomed HOUSES, at

Kowloon.

New and Commodious SHOPS, NATLAS

Road, Kowloon. Immediate possession.

Cheap Rentals.

Apply to

HUMPHREYS ESTATE &amp; FINANCE

Co., Ltd.

Hongkong, March 23, 1909.

TO LET.

KING'S BUILDINGS.

OFFICES facing the Harbour, lately

occupied by Messrs Jardine,

Matheson &amp; Co., Ltd.

Apply to

THE HONGKONG LAND INVEST-

MENT &amp; AGENCY Co., Ltd.

Hongkong, August 1, 1910.

TO LET.

21, CONDUIIT ROAD, Clifton Gardens.

GODOWNS, 101 to 155, PRAJA EAST.

OFFICES, No. 2, CONNAUGHT

ROAD, 3rd Floor.

A HOUSE in WONG-NEI-CHOW ROAD,

OFFICES in YORK BUILDING.

No. 10, DES VOEUX ROAD CENTRAL, 1st

Floor.

SE



